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The Daily Press.

HONGKONG, SEPTEMBER 23RD, 1907.

An excellent article on the early history of steam navigation, in the yachting monthly. The "Huddell" concludes with the following curious reflection:

"To-day we are becoming as dependent on machinery, our slaves of iron and steel, as was the Roman upon his human slaves at the most effective period of the Empire. We can scarcely move without the aid of machinery. Men have almost lost the power of locomotion. We cannot climb the stairs, and in order to obtain sufficient physical exercise are obliged to resort to all kinds of artificial exercises. For our food supply we are absolutely dependent upon our machine slaves. If to-morrow the steam engine were to strike and refuse longer to assist us, we should die like flies in autumn. Our great cities within thirty days would be filled with starving people. We live from hand to mouth, trusting that our slaves of transportation will not fail us; but if they should, how terrible the situation! It is almost impossible to realize what the failure of steam would mean.

Civilization is physical degeneration; it is one of Nature's methods of destroying that which she creates, enriches, and then seemingly grows weary of. Although we delight to talk of our civilization as a splendid manifestation of human forces, although we glory in its results and prize its splendours, in our hearts we realize that we are paying for these things with the coin of our bodies. Which is the better life, that of the savage or that of the civilized, it is impossible to say. The glories and beauties of existence, like the migrating bird, we are entranced by the intensity of its glare and dash and beat ourselves to death, willing to perish when we have once known the ecstasy of that instant of exhilaration."

It is true that we have to pay for all we get, but never in the history of the world was it otherwise. Arcadia never did exist; Eden was impossible on the face of it. Those of us who have inherited instincts that survive and come to the surface of our

feeling, occasionally do sigh for the old days and the old ways. In the hunting field it is the primal joy of living that returns to us for a brief while; wandering through the woods or through unfamiliar country our roving eyes and alert senses are the symptoms of a renaissance fervour; beating up against a stiff breeze in a lumpy sea, the thrill that mounts up from the hand on the tiller to the heart of the yachtsman is the same thrill that shook our simple forebears. The sight of the windjammer pleases, while the smoke-stacks and churning screws of the liner repel; the cry of the sea-bird is music, while the distant hoot of the automobile ashore somehow serves to bring disenchantment. That is a remembering instinct. Breasting the wind over the crest of the hill, after a stiff climb, we are not attuned to admiration of the locomotive just disappearing round a curve in the distance. Feelings we do, primal emotions resurgent within us, all these modern inventions appear intrusive, discordant; we regret civilization and its so-called blessings, and are moved to envy of the tribes still left undisturbed in their jungle or mountain fastnesses. We think we would rather be a head hunter in Formosa, or a Tibetan on the Himalayan heights, than a cockney in London or a hustler in New York; rather have expansive lungs, sturdy limbs, clear sight, and primitive weapons, than be heir to all the comforts and improvements of science and invention. But that is only a phase. The trite feeling soon passes. The Simple Life also has its drawbacks; and unlike the writer in *The Rudder*, we do not find it impossible to say "which is the better life," or at least which, with liberty of choice, we would pick for ourselves. It is quite possible that soon after bows and arrows were invented, some thinker harked back to the period of clubs and spears, and mourned the decadence of the race. If all who imitated Lord's wife shared her fate, there would be no scarcity of salt. It is more natural, somehow, when encountering the "slings and arrows of outrageous fortune," the immanent, incidental, and inevitable disabilities of existence, to look back than to look forward. We know that yesterday was; to-morrow may never come. Moreover, it is curious that should be so, but if you think it over, you will admit that we are nearly all apt to be optimists when reviewing "the good old times," and pessimists when peering into the unknown future. Under civilization, the struggle for existence may be more hurried; we cannot think it was less poignant to the bygone unfortunates. In the ultimate analysis, there is probably very little difference between now and then. "Devil take the hindmost" was and is the motto, though civilization is perhaps mealier-mouthed about it. The socialists and collectivists think they could change the law of life, but we doubt it, nay, are sure they cannot. Nature is not mocked. The clock may be stopped, but time goes on just the same. KOHALETH, and OMAR KHAYYAM, and many others, have really said all there is to say about it. Those who are too busy living to prattle about life with a large L are the ones who really score.

A copy of the Supplementary Extradition Agreement between the United Kingdom and Norway, signed at Christiania on February 18th last appears in the *Government Gazette*.

At Jolville on August 15th David Billing, the English swimmer, won the Swimming Championship of the World for both 200 metres (about 220 yards) and 500 metres (about 547 yards).

Foreign contributions towards the relief of the families of Japanese soldiers killed in the late war amounted to over £45,000, and this money will shortly be distributed among the families of over 82,000 dead, who have been deified in the Yasukuni Shrine.

According to a return issued by the Communications Department at Tokyo, the aggregate gross tonnage of Japan's mercantile steamships is 1,090,200. The majority of the vessels are of small size, their total number being 1,340. Only forty-four are above 4,000 tons, and only one above 7,000 tons.

The deaths this year in Hongkong numbered 594 or 21.6 per 1000 of the population in January, 531 or 21.5 per 1000 in February, 511 or 19.7 per 1000 in March, 592 or 21.3 per 1000 in April, 587 or 22.3 per 1000 in May, 632 or 22.7 per 1000 in June, 712 or 28.2 per 1000 in July, 683 or 26.7 per 1000 in August.

The Attorney-General [London] has been written to about the legality of giving Christmas presents in view of the new Act dealing with corrupt transactions. In reply his secretary says:—"The Attorney-General wishes me to say, in reply to your letter, that he cannot be taken as expressing an opinion, but it is clear that Christmas presents which really have that character, and are openly and honestly given as such, cannot be within the Act."

Instructions have been given by the Government of Java for the execution of criminals within the walls of the prisons in future. It seems that the present rule of public executions has no deterring effect on the Javanese. Murderers on the way to the scaffold are dressed in white and wear flowers in the hair. The spectators look on them with a respect which resembles hero-worship when the criminals walk with bold and defiant tread. In such cases the relations bury the murderers with great ceremony and hold their memory in reverence.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 6 of 1907 to authorize the Hongkong and Shanghai Banking Corporation from time to time to increase the capital of the said Corporation from the sum of ten millions of dollars to a sum not exceeding the sum of twenty millions of dollars; and to continue incorporated for a further term of 21 years; and to continue in force for a further period of 21 years the provisions of section 3 of the Hongkong and Shanghai Banking Corporation Ordinance, 1899, with regard to the exercise of Bills and Notes payable to bearer on demand.

Mr. John Burns, M.P., as President of the Local Government Board, has been overhauling the plans submitted to him for a new infirmary at Edmonton. He has suggested alterations which will effect a saving of £35,000, according to one version. An official of the Board of Guardians, however, declared that this figure was absurd. It was possible, he said, that £50,000 might be taken off if all the modifications suggested were adopted. On the other hand, the Board might yet convince the central authority that their claims were necessary. Their idea was to spend £150,000 on the infirmary, and there was to be no lavishness.

Is beautiful music more difficult to learn than a mere jangle of sounds? The question can be answered only by one who "sings by ear." There must be something in it, or superb melodies such as are to be found in the "Sullivan," the "Ancient and Modern," and the "Bristol" hymn-books would not be cast aside for "Moody and Sankey." Place before a huge congregation of the "revival" order a classical hymn set to a world-famous tune, and it will remain dumb; give the chord for the same hymn set to Moody and Sankey and that congregation will sing for all it is worth. In barracks soldiers will roar out a Moody and Sankey. If mission work seems to go best to Moody and Sankey, much of which is pain and grief to many people. No Moody and Sankey tune is too intricate, not even the vocal "banjoing" of the tenor and bass, for popular rendering. Yet to the same congregation the simple grandeur of a better melody would present apparently insuperable difficulties.

After a period of comparative freedom from severe loss, the London Marine Insurance Market has been hit hard by the disaster to the British steamer "Fortunatus." The vessel, which was engaged in a well-known trade, was abandoned on fire when bound from Calcutta to Sydney, N.S.W. She left Colombo, her last port, on July 23. A telegram from Mauritius states that all the passengers and crew were saved, except one stoker, and have been landed at Port Louis; and the German steamer "Seiditz" was reported at Fremantle having passed the steamer on August 11 abandoned, and in a position dangerous to navigation. The "Fortunatus," which is owned by A. Currie & Co., is of 3,425 tons, built in 1901, and valued at £48,000. The amount, however, is small compared with the value of the cargo, consisting, chiefly, of guano bags and tea from Calcutta, and tea and spices from Ceylon. The Calcutta portion is believed to be valued at about £75,000, while it is improbable that the Colombo portion is worth less, bringing the loss, together with the insurance on freight, up to a very considerable figure indeed.

It is reported that the *Fays* [Board of Justice] has completed the "draft judiciary law" for China and will send it to the Throne to obtain sanction therefor.

There is still no news of the missing steamer "Sullberg," and there can be little doubt now of her fate. The European Officers were Captain Lappi, Chief Officer H. Fröth, Second Officer H. J. Hargens, Chief Engineer Eichbaum, Second Engineer Tanek and Assistant Engineer Bressler.

In response to inquiries made at the P. and O. offices in London, an official said: "Nothing has come to my knowledge as to the reported resentment of travellers about to journey by our vessels. It is of little use. They must grin and bear it. The companies find themselves bound to protect themselves in the way indicated. Enquiries at some of the other offices concerned appear to confirm the statement that the shipping lines were bound to put 10 per cent. on the passages as the very lowest increase that could recoup them. A well-known shipping agent said that the increased charges came as no surprise to those concerned, and he did not think that the travelling public would regard the advance as a very serious item. The demand for passages to India and the East was now about the same as usual at this time of the year."

Mr. Alfred Newton, M.A., F.R.S., Professor of Zoology at Cambridge, left estate valued at £14,331 gross, with net personally £13,044 and by his will, dated 25th of March last, left to the Chancellor, Masters and Scholars of the University of Cambridge, for the benefit of that University and to be attached to the Department of Zoology (but not to be sold) his natural history collection and library, cabinets, cases, apparatus, books, drawings, prints and natural history papers, and if the Treasury will remit the duty thereon, or the University can see their way clear to pay the duty, then he left also £1,000 to the University upon trust to apply the annual income for the maintenance of that collection, but if the Treasury will not remit the duty, and the University cannot see their way clear to pay the same, these bequests are to revert to his residuary estate.

As soon as the special lighter now being built by Day and Summers, Southampton, is completed, the work of laying concrete blocks across the horse-shoe at Portsmouth will begin. These blocks are to be dropped in a line across the sand at intervals of about 45ft., and the object of so placing them is to make it impossible for any vessel to dash across the sand-bank at high tide and get into Portsmouth Harbour. Practically the line of blocks will constitute a breakwater, extending from the South-east shore to the harbour channel, and this channel will be the only one through which a ship coming round the Isle of Wight can gain entrance to Portsmouth. Some narrow openings marked by beacons will be left in the concrete wall, so that small local craft can get through, but immediately the defences of the port were mobilized those openings would be blocked up. The huge concrete blocks for use in this novel scheme for adding to the strength of Portsmouth's defences are being made in Stokes Bay by the Royal Engineers.

The successful flotation of the Japan Steamship Company is now considered very doubtful. All the shareholders hesitating to push on the scheme in view of the unfavourable condition of the money-market. Owing to the indefinite dragging-on of the scheme, it is stated that not a few of the capitalists interested are experiencing inconvenience, as a large amount of guarantee money is being kept idle. A rumour is rife that an incorporation of the Nippon Yusen Kaisha and the Toyo Kisen Kaisha is on foot. This opinion is, however, dismissed by many of those in shipping circles who are in a position to know definitely. It is pointed out that the capital of the Toyo Kisen, of which Mr. Asano is the President, is chiefly contributed by American capitalists. For this reason, all the important documents and papers of the company are kept at the New York branch of the company, and the head office in Japan is practically in the position of a branch office. The principal service of the company is between America and Australia, and most of the vessels of the company are unfit for navigation in the near-seas of Japan. If an incorporation is necessary, the Osaka Shosen Kaisha would be a more desirable combination with the N.Y.K.

The American Consul at Cardiff asserts that the United Kingdom is "undoubtedly the best market in the world" for tobacco. "The use of the weed," he says, is almost universal among males above the age of sixteen. "The pipe is seen everywhere, in the home, on the street and the sporting field, and in all lounging places, trains, boats, etc. The cigar is most noticeable among the professional, moneyed and aristocratic classes; but the cigarette seems to be the special favourite of all classes, and is consumed in immense quantities; it may be seen in the hands of mere lads as young as eight years, and dealers report that there is a growing cigarette trade among women." In the past fifteen years the Britishers' consumption of tobacco has increased 30 per cent. Our growing use of tobacco is ascribable, the Consul thinks, to a number of causes. "Many seem to think that certain climatic conditions, such as the excessive moisture in the air and the attendant depressing conditions, prepare the people to feel the need of its stimulating or soothing influence. The steady exodus from the land to the industrial centres and the wonderful development of amusements have undoubtedly contributed to the increase in the past fifteen years. The social habits of the people are another important element. Oddly enough, there is practically no crusade against its use, by Church or State beyond the effort made by the anti-cigarette leagues to induce lads to abstain from the use of cigarettes until they reach the age of twenty-one year."

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The London papers generally cautiously discuss a Russian forecast of the Anglo-Russian Convention, and consider that if the forecast is true, a bad bargain, and one absolutely without benefit to Great Britain has been made. They denounce the failure to protect the integrity of the Persian people, which the Liberals (Liberal papers) declare, is tantamount to the destruction of the nation at the moment of its revival.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SOUTH AFRICA.

LONDON, September 22nd.

It is reported that Morenga, the leader of the recent rising of natives, has been killed in an engagement at Witjan.

ENGLISH CRICKETERS FOR AUSTRALIA.

LONDON, September 22nd.

The M. C. C. team has sailed for Australia.

CONTRABAND.

LONDON, September 22nd.

Munitions have been seized on a Dartmouth steamer bound for Morocco.

JAPAN AND KOREA.

Tokyo, September 21st.

The Crown Prince will pay an official visit to Korea, leaving Tokyo on the 10th of October.

WAR SERVICES RECOGNISED.

Tokyo, September 21st.

In recognition of their services during the war the Emperor has elevated many peers. Marquises Ito, Yamagata, and Oyama are created princes, while Admiral Togo, Baron Komura, and Generals Nogi and Kuroki are created counts.

REPATRIATED-CHINESE.

LONDON, September 19th.

2,232 Chinese sailed from Durban, per *Heliotrop*, yesterday.

THE SHIPBUILDING INDUSTRY.

LONDON, September 19th.

The situation in the shipbuilding industry is serious, owing to the boiler-makers repudiating a recent agreement between their executive and the employers regarding strikes. The employers have now given notice of a lock-out on the 5th Oct., which will affect 50,000 workers.

THE UNITED STATES. PRESIDENTIAL ELECTION.

LONDON, September 19th.

President Roosevelt's return to Washington next week, will mark the beginning of the Presidential campaign. The correspondent of the *Times* paid a visit to President Roosevelt at Oyster Bay, and found him firmly resolved not to stand again. The President's influence and choice however is regarded as a determining factor. Mr. Taft is regarded as President Roosevelt's candidate.

THE MARKET FOR COPPER.

LONDON, September 19th.

Owing to the persistent fall in the price of copper, an important American group is restricting the output by 50 per cent.

THE ANGLO-RUSSIAN AGREEMENT.

LONDON, September 20th.

It is stated in St. Petersburg that the Anglo-Russian Convention guarantees Great Britain against Russian extensions on the Persian Gulf and recognises British predominance in Afghanistan, which Britain agrees not to use as a place of arms against Russian possessions. The Buddhist subjects only of Britain and Russia will be allowed to enter Tibet, if desirous of seeing the Dalai Lama, but an exception is made of the valley temporarily occupied by Great Britain.

LATER.

The London papers generally cautiously discuss a Russian forecast of the Anglo-Russian Convention, and consider that if the forecast is true, a bad bargain, and one absolutely without benefit to Great Britain has been made. They denounce the failure to protect the integrity of the Persian people, which the Liberals (Liberal papers) declare, is tantamount to the destruction of the nation at the moment of its revival.

ORIENTAL EMIGRATION TO CANADA.

LONDON, September 20th.

The Winnipeg Dominion Trade Labour Council has resolved on opposing Hindu labour and on advocating a heavy poll tax on Chinese. The Vancouver Minister, Mr. Templeman, and the labour leader, Mr. Smith, have made speeches declaring that Asiatic immigration must be regulated by negotiations between the Governments of Japan and India.

RAILWAY ACCIDENT IN MEXICO.

LONDON, September 20th.

Forty-one passengers have been killed and thirty-four injured in a collision of an express and a freight train at Encarnacion, in Mexico.

THE BUBONIC PLAGUE IN SAN FRANCISCO.

LONDON, September 20th.

Thirty-five cases of bubonic plague have occurred in San Francisco, of which twenty have proved fatal to date. Twenty more suspects are under observation.

CANTON.

(FROM OUR CORRESPONDENT.)

September 20th.

The following is a literal translation of an article published in the "Kwok Sze Po," one of the leading local papers, on the recent Honan affray. It is headed, "Police Sergeant Dastard by Unreasonable Foreigners."

At one o'clock on the night of the 14th August five foreigners while passing the Pao Shu Tai Kai, Honan, met a police sergeant. The foreigners began by teasing and scolding the police sergeant and afterwards beat him. The police sergeant was seriously injured by a blow and fell to the ground and could not get up. The foreigners then endeavoured to snatch the policeman's revolver, but he held it so tightly that they could not snatch it from him. Fortunately a policeman who was on duty in another district heard the row and blew his whistle to call for assistance. For a long time no other policemen turned up to help. At that time a large number of people in the neighbourhood were aroused and there was great excitement. Shortly afterwards over 10 policemen of the 3rd Police Station Street arrived. The foreigners, on seeing them, ran straight to the riverside and swam away. One of the foreigners was very fat and heavy and was unable to swim a long distance. He swam to the shore at a quiet place. It happened that one of the inmates of a shop saw the foreigner land. He arrested the foreigner and handed him over the police, who took the foreigner to the police station, and questioned him. On arrival at the police station, to their surprise, the foreigner started to jump and shout, and continued in that behaviour. Deputy Chu of the 3rd Police Station got afraid of him. Shortly afterwards the Superintendent, Ma of the Head Police Station in Honan, arrived and questioned the foreigner and the policeman, after which the foreigner was handed over to a European of the I. M. Customs. We heard that the foreigner was bailed out. We also heard that a petition has been sent by the Honan police to the (Chief Police Station in Ho Pak who will decide the matter. We do not know the result yet, but we await the decision for publication.

I have taken some trouble to investigate the true facts of this case, which I can confidently say are as follows:—

At about 11.30 on the night in question three blue jackets from H.M.S. "Moorhen" and H.M.S. "Sandpiper" were proceeding on their way from the Outdoor Customs Quarters with two outdoor officers down to the landing jetty at the end of the Pao Shu Tai Kai when one of the two latter was suddenly accosted by a Chinese policeman who thrust his lantern into his face and pushed back his cap. Retaliation followed and a scuffle would appear to have ensued in which all the foreigners eventually joined. Things in fact got so warm that the foreigners had to run for safety, the police in chase. There being no sampans alongside the jetty the foreigners took to the water.

whereupon the police fired their revolvers several times in reckless fashion over the water, but fortunately without hitting any of the men; though the Customs launch "Fu-men-tai" was struck. Subsequently yielding to the urgent representations of H.B.M.'s Consul-General, the Acting Viceroy consented to a joint investigation into the circumstances, the officers deputed to hold same being the Prefect Pi Chang Yen, the Magistrate Chu Chih-Yung, Lieutenant Commander Vaughan and H.B.M.'s Vice-Consul, Mr. Sly. The prisoners, it should be noted, were not, as previously reported, the bluejackets and outdoor Customs Officers, but some of the Chinese police guilty of the reckless firing.

The Hongkong papers have given a rather mixed up account of the affair, their Canton correspondents being no doubt led to believe the rumours (amongst Chinese) that the trouble was primarily caused by the foreigners. The above conclusively shows that news of this kind should always be carefully investigated before given publicity. It is not so very long ago that the Chinese police on the Ho Pak side of Canton took high-handed action in the case where a young Englishman was charged with reckless riding. The Chinese people sent day by day to show less and less respect for the persons of foreigners, while their Authorities appear to have less sense of justice now.

LOCAL SPORT.

V.E.C. AQUATIC SPORTS.

GOVERNOR PRESENTS PRIZES.

Saturday was the third and last day of the Victoria Recreation Club's aquatic sports meeting, and needless to say, it was the most successful. The weather still held good, and there was a large attendance to witness the several events. The Calcutta String Band was present, and discoursed selections of music during the afternoon. His Excellency the Governor, whose services were unfortunately required elsewhere during the afternoon, arrived at the Club shortly before six o'clock and watched the proceedings with keen interest.

President: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O. Chairman: Mr. A. Rodger. Committee: Mr. J. W. Baird, Mr. W. Logan, Mr. T. Meek, Mr. T. C. Gray, Mr. E. M. Hazeld, Mr. M. Moirer, Mr. H. A. Lammett, Mr. R. W. Pearson, Mr. J. Rodger. Hon. Treasurer: Mr. R. Henderson. Hon. Secretary: Mr. E. Lammett. Judges: Mr. M. Moirer, Mr. J. Rodger, Mr. T. C. Gray, Mr. R. Henderson. Referee: Mr. A. Rodger. Starter: Mr. W. Logan. Handicappers: Mr. J. W. Baird, Mr. W. Pearson, Mr. W. C. Guggin, Mr. J. Rodger, Mr. A. V. Barris. Official Timekeepers: Mr. E. M. Hazeld, Mr. R. W. Pearson.

Results were as under:—
Final Hurdle Race—A. H. Carroll, owes 4, 1; A. J. V. Ribeiro, owes 6; F. K. Tata, owes 2, 3. Time, 52 secs. The result of this event proved that Wicheil was handicapped out of it, notwithstanding the time he gained on the others with his splendid fashion of clearing the hurdles. Tata and Carroll led the race from the start, but in the last lap Carroll easily drew ahead, and Ribeiro who was well up in third position snatched second place from Tata.

High Dive. Two tries—M. A. R. Souza, 1; C. E. Harrop, 2. In this event points were allowed for entry distance form and recovery. All the diving which took place might be classed as good, but Souza's win was both popular and deserved. Harrop and Wicheil were a dead heat for second place, but on diving off Harrop took the prize.

Boys' Race, two lengths handicap—J. Rodger, scratch, 1; A. Ellis, owes 10, 2. Time, 1 min. 32 2/3 secs. This proved an easy win for Rodger who, from the exhibition of his swimming, might have spared his opponent the ten seconds and then won without trouble.

Two Lengths Handicap Final—C. J. Poole, 1; C. E. Harrop, owes 7, 2. Time, 55 4/5 secs. Poole, who was on 'go' took the lead in this event from the start, and although he was pressed by Harrop he had plenty to spare for first place, while Harrop took an easy second place.

100 yards Club Championship.—There were six competitors for the 100 yards championship of the Club, and Humphreys deserved his win. The race was, without doubt, the best event of the day. For the first couple of lengths Humphreys was slightly in the lead, Cooke following hard in the rear, and it was between these two swimmers that the race rested. After the second length Alves and Wicheil drew out, the race then being between Sayer, Humphreys and Cooke. The latter swam hard to overtake the Hongkong boy, but Humphreys made good use of his start and succeeded in touching the winning mark just ahead of Cooke. C. Humphreys, 1; C. J. Cooke, 2; H. C. Sayer, 3. Time, 59 3/5 secs.

Final Back Race.—Wicheil, 1; Barros, 2. Time, 53 secs. This was an easy thing for Wicheil, his long sweeping stroke drawing him ahead of the other two without difficulty. There was a good swim between Barros and Lammett for second place, which was taken by Barros.

Three-legged Race, two lengths—Cooke and Barros, 1; R. C. Wicheil and G. Wicheil, 2. Cooke and Barros carried off the prize for this race without difficulty, and Alves and Ribeiro should have had an easy second but for the fact that their hindings became loose; thus enabling the Wicheils to reach home second.

Four Lengths Handicap Final—P. M. Remedios, owes 6, 1; J. M. R. Pereira, owes 3, 2. Time, 1 min. 46 2/5 secs. This was an excellent race and Remedios had a substantial win. Taking the lead from the start, he was closely followed by Pereira, who was challenged by Channut for second place. The latter, however, was unable to stay, and Pereira was second home, Remedios being a good first.

Consolation Race, two lengths—H. A. Lammett, 1; A. E. Alves, 2. Time, 36 4/5 secs. There were five entries for this event, which Lammett won by two yards.

WATER POLO.

The sports concluded with a game of water polo between two V.E.C. teams, which were distinguished by the units of one side wearing blue, and the units of the other side wearing white caps. The white team was composed of F. K. Tata (goal), O. R. Channut, J. M. R. Pereira, P. da Rosa, A. H. Carroll, H. A. Lammett and R. C. Wicheil. In the blue team were H. C. Sayer, L. le Breton, A. J. V. Ribeiro, A. R. Ellis, A. V. Barros, P. M. Remedios and F. M. Roza Pereira. The game was all one-sided, the whites being far and away too good for the blues, and scoring five goals to the latter's nil at the call of time.

Mr. A. Rodger then asked His Excellency the Governor to present the prizes.

Sir Frederick Lugard, who was received with cheers, said—Gentlemen, it gave me very great pleasure indeed to see the official afternoon's sport which you provided here. As President of the Club I am sorry I had another engagement earlier in the afternoon and was not able to see the whole of the sports, but what I have seen shows me they were of a very high standard indeed. I was specially interested in the water polo, the first game of which I have seen in my life, and I hope as the new building is erected you will be able to ask the ladies to attend (applause).

His Excellency then presented the winners with their prizes. This concluded, and on the call of the chairman of the V.E.C. three cheers were given for his Excellency, these present supplementing a willing "tiger". His Excellency's brief reply was followed by "God save the King."

PEAK RIFLE RANGE.

The Peak Rifle Range, which was limited to 500 yards, became of greater utility on Saturday afternoon, when a new firing point at 800 yards distance was formally opened by His Excellency the Governor. Sir Frederick Lugard, who was accompanied by Lady Lugard and Mr. A. J. Brackenbury, was met on the range by Mr. A. R. Carruthers, the secretary of the Volunteer Reserve Association, and a number of members.

Mr. Carruthers opened the proceedings by informing His Excellency that the Volunteer Reserve Association was formed by his predecessor, Sir Matthew Nathan, for the purpose of teaching citizens how to use the rifle. Members of the Volunteer Reserve Association, who used the Peak Rifle Range, had previously only been able to get practice at 500 and 600 yards, and had found themselves very much handicapped in competitions with other shots who were able to get practice over the longer distances. The Government allowed the construction of the new mound and he had great pleasure in asking, on behalf of the club members, His Excellency to fire the first shot. They were very pleased to see his Excellency present, and well knew the deep interest he took in such matters as the training of the citizens in the use of arms.

His Excellency said: "It is a very great pleasure for me to attend here and fire the first shot, though I have never tried this rifle before. I very strongly believe in the formation of the Volunteer Reserve Association. I think it is an excellent move. If at any time there is anything I can do for the Association and you let me know, I will show that I do take the keen interest in your work that I profess."

His Excellency, who was handed a rifle, fired the first shot. When a bullseye was signalled members applauded and the Governor, turning to Mr. Bird, asked "Is that true?" The reply was not heard. Cheers were given for his Excellency and Lady Lugard, who after watching for some time the shooting of the members of the Association took their departure.

NEW BOWLING GREEN.

A new two-rink bowling green, laid alongside the present tennis court, was opened at Cosmopolitan Dock on Saturday afternoon with an interesting ceremony and in presence of a large number of friends. Mr. J. M. Ramsay, who undertook the work of supervision, is to be congratulated on the result of his efforts, as the green represents a certain triumph over nature, rocks having to be removed and depressions having to be filled in before the turf could be laid. Messrs. Fisher and Hansen received the large number of guests and Mr. Nicholson introduced Mr. H. Smith, the manager, and asked him to throw the first jack and the first pair of bowls, at the same time referring to the assistance which that gentleman had rendered. Mr. Smith having completed the official opening, was then presented by Mr. Nicholson, on behalf of the Dock Staff, with the silver jack which he had used in the ceremony of the afternoon and that gentleman having acknowledged the gift announced that he would give a prize for the first tournament on the new green. Cheers were raised and then the club flag, presented by Mr. Neilson, was unfurled by Mrs. Ramsay and cheers were again given.

Refreshments were served and play was started. While the teams were occupied, a match was played on the new bowling green. Mr. Ramsay skipped a rink against Mr. W. Russell but lost, while Mr. Nicholson, the other representative of the Cosmopolitan Dock, beat Mr. Baxter, the honours of the afternoon being divided.

The arrangements for the afternoon were characterized by the usual completeness of the Dock Staff. Messrs. Clelland, Neilson, Hansen, Nicholson and Ramsay being the committee.

CRICKET.

A match was played on Saturday afternoon between Kowloon C.C. and a team from the Flora Scores:

| KOWLOON. | |
|-----------------------------|-----|
| E. Morrell, b. Dixon | 14 |
| L. Fletcher, b. Dixon | 11 |
| Paymaster Sever, b. Dixon | 11 |
| Mr. Bramble, b. Lightfoot | 15 |
| Mr. A. A. Martin, b. Dixon | 2 |
| Mr. Josham, b. Clelland | 14 |
| Mr. Stanley, b. Dixon | 35 |
| Mr. Cooper, b. Dixon | 13 |
| Mr. Josham, b. Dixon | 23 |
| Mr. Josham, not out | 2 |
| Mr. Symonds, not out | 4 |
| Extras | 12 |
| Total | 157 |
| THE "NAVY." | |
| G. A. Fowler, b. Stanley | 8 |
| J. Clelland, b. Bramble | 14 |
| S. Lightfoot, b. Stanley | 1 |
| W. Dixon, b. Bramble | 3 |
| J. Mead, b. Swan | 3 |
| R. O. Day, b. Symonds | 25 |
| A. Robinson, not out | 18 |
| H. Stevens, b. Symonds | 8 |
| J. D. Macdonald, b. Symonds | 0 |
| C. E. Ellis, not out | 0 |
| A. G. Ellis, not out | 4 |
| Extras | 4 |
| Total | 106 |

BOWLING ANALYSIS.

| KOWLOON. | |
|-------------|----|
| Dixon | 83 |
| Fletcher | 14 |
| Clelland | 14 |
| Paymaster | 11 |
| Stevens | 11 |
| Stevens | 11 |
| THE "NAVY." | |
| Stanley | 35 |
| Bramble | 15 |
| Symonds | 30 |
| Cooper | 13 |
| Swan | 12 |

How to be beautiful—Keep your complexion, Mrs. Ellis's Crème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents for Hong Kong.

PARIS.

(FROM OUR CORRESPONDENT.)

August 16th.

FOOLISH SPECULATIONS.

While attaching considerable political importance to King Edward's visit to the Kaiser and Emperor Francis Joseph, on his way to Marienbad, the French see no valid reason for making the slightest mischief out of the happy meetings. At best, they are but friendly visits from one monarch to another. No doubt international affairs were discussed in the course of conversation, though the real part of the business was left to the right persons namely: Sir Arthur Hardinge, the British Permanent Under-Secretary for Foreign Affairs who accompanied his Sovereign, King Edward, Prince Buelow, the German Imperial Chancellor, and Baron von Aehrenthal, the Austrian Foreign Minister, all able men who understand a word of another. King Edward, who is most popular with all classes in France, is recognized as a born diplomatist; the world-to-day is convinced of what he can achieve, and how, as if by magic, he can, as it were, instantly turn the course of events in the right channel. King Edward is no longer suspected in France, on the contrary, no monarch enjoys greater confidence than he does actually. His knack of smoothing over difficulties has become proverbial; his visit to the German Emperor at Wilhelmshöhe was never intended to inaugurate an entente between the two Empires, but merely to convince the world that the relations between uncle and nephew were as friendly as could be desired, and that the international horizon is free from clouds. On this point, France is perfectly satisfied. As the *Petit Parisien* remarks: "the meeting between the British and German Sovereigns can from no point of view offend us." The *Matin* too describes the meeting "as a very welcome shaking in the stern of the political situation in Europe." The French press is unanimous in declaring that the visit of King Edward to Wilhelmshöhe and back implied friendship and a genuine desire for a good general understanding. Neither more or less.

HERO A PASSENGER.

The hero of the hour with Parisians this week has been Prince Scipio Borghese, the victor in the remarkable motor-car race from Peking to Paris. The Prince who is not the least like an Italian in appearance, would have felt more satisfied with having won such an unequalled victory, if some of the other cars which started out with him had kept him company longer, instead of letting him get a fortnight ahead of them. He modestly gives most of the credit for his splendid achievement to Ettore, his chauffeur, who is unquestionably a marvel. It is easy to understand why Paris should have accorded so popular a figure as the Prince such a warm reception on his arrival after his terrible long journey of 10,000 miles which he covered in the remarkable short space of exactly two months. Firstly, he is a gentleman of noble birth, and Parisians are just as fond of patriots as the Republicans of any other capital; secondly, he is a "sympathique," and few can resist his smile; Paris was the last stage in a journey such as had never been undertaken before. The Prince's triumphant entry in the French capital was somewhat marred by rain. He not the less looked well and fit, and acknowledged the *Vitalité* from his thousands of admirers. A magnificent reception awaited him at the Office of the *Matin*, which enterprising paper organized the race. Apart from being an admirable sportsman, the Prince is a clever journalist and deputy, his politics being for an aristocrat, very advanced. He is also a capital linguist. During his adventurous journey, the Prince drank water most of the time, with a little champagne now and then, and smoked two cigars a day—one after lunch and another after dinner. At all hotels at which he stopped, he was a favourite companion of everyone; his simple ways and his remarkable fund of knowledge were greatly admired. Very little sleep did he get on the voyage, so anxious was he to take the wheel; Ettore, his chauffeur, had even less rest, having to clean the machine, which at times proved a very difficult task. Since his return to Paris, he has been asked to sign thousands of picture postcards. He is anxious to get back to his beautiful Italian home, and once more enjoy the comforts of his wife and two little girls.

PLEASED WITH GERMAN HOSTS.

The Duc de la Salle-Rochemaure is an amiable dilettante who recently went to Cologne to represent French "Felltrige" or "Languedociens" at a Congress there. He has just come back with some very pleasant souvenirs which he has recorded in a bright and curious little volume in the manner of the "Grande Seigneurs" of the XVIIIth century. Unfortunately, the little book is not for the public, but only for private circulation. In it the Duc who has come away charmed with German courtesy and "savoir faire," talks gracefully of German society, of the Franco-German rapprochement, and of the tomb of Emperor Charlemagne. He does not believe in the nefarious projects and sinister ambitions of Germany that are supposed by some to underlie the "sauveur in modo" of its people; but on the contrary, finds there are no people so arm-hearted and so charming in their old fashioned grace towards each other and towards the stranger.

MOROCCO.

Considering how serious the situation promises to be at any moment in Morocco, the nation is very angry at the fact that so few men have been sent to the front. The misunderstanding between the Spanish and French commanders, as regards co-operation is equally regrettable. The French and Spaniards have a hard nut to crack in the "Land of Unrest," much good execution work has been done already by both fleets and bluejackets. However, signs are not wanting that the real business has not yet begun, and that if France and Spain are to have the upper hand in Morocco, not

handful of men, but regiment after regiment must be sent and at once to the front. The tribes are becoming more daring, and are gathering thicker and thicker, ready for a general attack. If the French and Spaniards have not the necessary men, they will suffer terribly in consequence. The warships have borne the brunt of the fight up to now, but land fighting will have to follow. Happily French arms have up to the present been successful, while their losses have been comparatively few. Heroism—nothing which the French are proverbial—is nothing unless well backed up. According to a French paper, the late Lord Deaconsfield predicted the present outbreak in Morocco. He maintained that Morocco would be the cause of provoking a European conflict. Let us hope not, though one never knows what the future has in store for us. As a statesman, Disraeli was almost unique, and such a prophecy coming from so distinguished a personage is not to be sneered at. General Druce's position in Morocco at the present moment, without being critical, or having any immediate danger, nevertheless calls for careful attention. The agitation among the Moors, far from becoming appeased, increases daily, and some 20,000 are marching from different parts on Casablanca, intent on sweeping down on the French. The position at Tangier is most critical; everyone is watching from that place for their life, and business is at a standstill. This proves that Morocco is ablaze with revolt. The demand for 13,000 more men by General Druce, who is commanding the French troops at Casablanca should be complied with at once before any disaster occurs to French arms. Wireless telegraphic communication has been opened between the Eiffel Tower in Paris and the General's headquarters in Casablanca.

MILITARY SENSATION.

The sensation of the moment is still the resignation of General Hagron—from his position of Vice-President of the Superior Council of War and Generalissimo Designate to the Forces in War Time, a resignation which was suddenly announced a few days ago, causing some consternation in political circles, but which had actually been in force unknown to the public for some time. He received his appointment two years ago, in succession to General Bugnere, and is said, he accepted it with some reluctance. Though one of the younger generals, General Hagron is known to be a fine soldier and a brilliant strategist, and therefore his resignation, avowedly on a pretext of his opposition to the reduction of the period of compulsory military service from three to two years, has left a deep impression. General Hagron takes a decidedly pessimistic view of the present condition of the army. When the law reducing the period of service was passed, he offered his resignation, but it was not accepted. Again on the government, backed by both Houses of the Legislature, deciding to disband two contingents of the Army, or some 30,000 men, some months before their time was up, General Hagron declared he could no longer assume the responsibility of commanding the Army in such circumstances; and informed the Minister for War of his intention to resign at the earliest opportunity. After considerable difficulties the Government finally accepted his resignation. General de la Croix, the Military Governor of Lyons, who has been appointed his successor, is not a very well known man to the great majority of the public.

HONGKONG COLLEGE OF MEDICINE.

The combined meeting of the General Council and the Students (postponed from last Wednesday) will be held in the Legislative Council Chamber this (Monday) afternoon, to elect a Rector.

His Excellency the Governor, Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O., will preside.

LABOURERS' DEMANDS.

AGENDA OF THE TRADES' UNION CONGRESS.

The final agenda for the fortieth annual Trades' Union Congress held at Bath during the first week of this month contained the following:

On behalf of the Labourers' Union a resolution of censure will be moved "upon those Britishers who have thought proper to engage themselves to cosmopolitan syndicates to interfere in foreign disputes," and suggesting that the British Government should seek powers from Parliament to apply the principles of the Foreign Enlistment Act to such organizations—these blacking-expedition to other States, and to prevent the possibility of foreign complications arising from such dangerous conspiracies."

The Parliamentary Committee will be urged to bring continual pressure on the Government of the day, through Labour M.P.s, to substitute for the wanton and wicked waste of time and money by the operation known as the "slaughter of the innocents" a new procedure of business which will compulsorily carry private members' measures from stage to stage and Session to Session until either placed on the Statute Book or rejected. The only exception to be a dissolution of Parliament."

A number of resolutions will deal with old-age pensions, while it is to be suggested that the organized trades be invited to demonstrate in every town, village, and hamlet once a year until the veterans of industry are provided for by State pensions on the principles laid down in the Trades' Union Congress proposals.

Mr. Jacob C. Hamburg, head of the detective agency recently employed by Commissioner Bingham to investigate the methods of the police of the borough of Brooklyn, states that the police of New York City exact from \$250,000 to \$1,000,000 a year for the protection of rice and crime. He estimates that on the east side alone \$40,000 a month goes into the pockets of policemen and politicians for this purpose. Mr. Hamburg says: "The Police Department has never been in a more demoralized condition than at the present time. We investigated Coney Island and found it wide open. Saloons, houses, and gambling dives violated the law without hindrance. The new 'Tenderloin' district in New York yields about \$20,000 a month."

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WARFARE AS IT WILL BE.

APPLICATIONS OF MODERN SCIENCE.

The French dirigible balloon "La Patrie" has delighted and astonished Parisians by its controlled movements over the Ville Lumine, and the seal has been set upon its exploits by no less a person than the Prime Minister himself, who, after an exceedingly successful trip, has related his experiences to the ubiquitous French interviewer. The conquest of the air thus announced is not confined to France; Germany has also a steerable balloon, although experts allow that here, as in so many military inventions, France has taken the lead, while it is known that we are also making some progress in the same direction. A machine that can move freely from one part of the field of operations to another, can advance and retreat, can ascend or descend at will, will be of the very greatest assistance in these days of enormous armies, spread over great areas, but controlled, as before, by one brain.

For such control to be successfully exercised two things are necessary—accurate information and rapid communication. Steerable balloons or flying machines will supply the former, and the latest development of wireless telegraphy seems to promise the latter. It is now announced that the invention of a clever Dane has practically solved the question of communication, not only between fixed stations with far apparatus, but between individuals, who before long will be able, while pursuing their ordinary vocation, to communicate with each other by means of portable telephones—but telephones, be it observed, in which the hitherto essential part of the telephone, the wire, is omitted. Such a feat sounds almost like a fairy tale, and seems to promise a state of things resembling one of Mr. H. G. Wells's forecasts; but who is to say it is impossible, given the extraordinary results already achieved in this field of science?

Thus on years hence we may expect to see warfare completely revolutionized in regard to these two most important particulars—information and communication. We shall see the general in chief commanding sitting quietly in his portable house, or "fighting station," with a large plan of the theatre of operations spread before him, on which staff officers mark from time to time the changing dispositions of the forces which the general controls. Fifty miles away, perhaps, a number of war balloons, manoeuvring over the country occupied by the enemy's troops, spying out by means of powerful telescopes his positions and movements, and causing these to be recorded by photographs. The information thus obtained will be transmitted to the controlling general by wireless telegraphy, to be received, according to the direction from which it comes, by special staff officers, who will hasten to place it before the Commander-in-chief in the shape of painted blocks upon his map, just as imaginary movements are reached at Kriegsspiel now. The commander will be able to appreciate the situation at a glance, for he will have before him an exact representation not only of his own forces but of those of his enemy within a radius of, say, fifty miles, together with all necessary information as to weather, state of roads, condition of country, etc.

His mind made up, the commander will order his movements as calmly as if he were playing a game of chess over the wires, but his orders will reach his subordinates by the modern method, and he will be in constant communication with his Army Corps commanders, his Generals of Division and Brigade, by means of small and extremely portable instruments which a man can carry in his pocket or his saddle-bag. The chain of command thus begun will continue down to the smallest unit, if necessary, and will admit of the spreading out over large spaces of units which now must be kept comparatively concentrated, because the human voice has its limits.

The dashing commander, riding his horse into the firing line and with uplifted hat or drawn sword encouraging the few men who can see or hear him to the attack, is already as extinct as the Dodo in modern war. He is about to be replaced by the chess player, who, seated securely a score of miles or more from the scene of action, is more in touch with all parts of an extended theatre of war than his predecessor could hope to be with the smallest battle-field, and aided by the wonders of modern science, can control the movements of a quarter of a million of men far more effectively than the greatest general of the past could direct those of a force a twentieth part of its size.—*Daily Graphic.*

SUGAR.

Referring to the future of the sugar-refining industry in Japan, a Japanese contemporary remarks that the Governments of all the countries in Europe are vying with one another in encouraging the development of the sugar industry in their respective countries, as the demand for sugar continues to steadily increase. In Japan, the industry of producing sugar is yet in a very primitive state, and crude sugar for the most part is imported from Java and Peru. The import of the crude sugar last year amounted to 3,780,000 piculs. On the other hand, the sugar-refining industry in this country continues to develop with rapid strides, though the industry is quite new in Japan. Until six or seven years ago, the demand for refined sugar was almost entirely supplied by German and other foreign sugars. Now the import has been checked, only a small quantity of German best sugar coming in. Refined sugar is now being largely exported to China. The value exported last year reached about ¥10,000,000. The future of the industry is quite promising. The producing expense of crude sugar in Formosa is such that the sugar can be no means compete with those of Java and Peru, and the day is yet far distant when the import of foreign crude sugar will be checked.

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A WAIL OF DISGUST.

The press in England and America has so persistently and with such emphasis spoken of its noble mission and bragged of its splendid services in the education of the world that the newspaper-educated populace has long held it as article of faith that the press is one of the ornaments of, as well as the chief factor in civilisation. There was a time when this claim could be honestly made on the one side, and sincerely admitted on the other. This was before the days of the Harmsworth Newses. A group of inspired boudiers arose to vulgarise, demoralise, and utterly metamorphose journalism, says the *Singapore Free Press*. England has gone stark, staring mad over the Limerick craze, and thousands of pounds are distributed weekly amongst the populace, who waste what little cheap and nasty education they got at Board Schools on trying to write reasonable nonsense that may fill their pockets with unearned money. (This being against socialist principles, of course socialist voice is raised in protest.) The whole thing is a lottery to sell worthless papers, and to fill the coffers of a gang of financiers. Technically, we admit, it is not a lottery, for it purports to be a distribution of rewards for literary skill. (Literary! How that word has been degraded and abused by the group above mentioned.) Practically, however, it is a lottery, and a gigantic fraud to boot. We have no hesitation in making the assertion that it is a fraud so well as a lottery. You are requested to write the last line of an unfinished Limerick on a coupon, and send it in with a sixpence. As many shots as you like at sixpence a piece. (The Post-Master General makes no objection, because he is at present selling sixpenny postal orders as fast as his machines can print them, as the Post Office revenue benefits considerably by the craze.) A distinguished "literary" man is secured to act as arbiter. His judgment is final, and of course, absolutely fair, he being a "literary" man. The whole sum provided by the influx of sixpences is divided amongst the winners, subject to a discount of ten per cent. for expenses. Very well. But see how it works out. The amount distributed in one week in connection with one of these lotteries was £435, which means that the actual sum of £320 (roughly) was sent in by competitors, and the trifling of £135 deducted for "expenses." This sum represents 37,163 sixpences (i.e. solutions) sent in, and a slight calculation will enable the dullest to perceive that it would take an arbiter, (supposing he gave not more than one minute to the reading, comparison and classification of each Limerick) nearly 25 days, working 24 hours a day, without a moment's interval for food or sleep, to complete his task. Yet he does it beautifully, in less than a week, and even finds time in the same week to write many columns of print, or to play in country cricket matches. The vulgar crowd, however, impelled by the *auri sacra fames*, the passion for "sport" as it is called, will patronise this kind of thing as long as it is a fraud or no fraud. And the intellect of England, "free educated England," is fast hastening to delirium-imbecility.

LATEST STEAMER MOVEMENTS.

The Apur str. *Arratoon* from Calcutta left Singapore on 21st inst. afternoon, and may be expected here on or about the 28th inst. a.m. The C.P.R. str. *Monteagle* left Vancouver for Hongkong via usual ports of call at a.m. on Friday the 20th inst. The C.P.R. str. *Tartar* arrived Kobe at 3.30 p.m. on Friday the 20th inst., and left again at midnight on Sunday for Yokohama where she is due to arrive at 8 a.m. to-day.

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Mr. G. Gray Scott
Col. E. Seymour, A.O.N.
Mrs. E. Seymour
Mr. F. Steinhoff
Mr. E. Wolf**SCIENTIFIC MISCELLANY.****THE DISEASES OF INDUSTRY—SHOOTING
BLOOD FROM THE EYE—PAPER GEARS—
MUSIC AS ELECTRICITY—COPPER-ON-GLASS
MIRRORS—A BIG EARTHQUAKE RECORDER—
ANTI-OPIM TEA—FLEA-BORER TAPE-
WORKS—A HIGH-HEAT THERMOMETER.**Last year, in passing an act making employers
responsible for diseases in workmen resulting
from the special work, the British Parliament
recognized the "Industrial diseases," viz., an-
thrax, lead poisoning, mercury poisoning,
phosphorus poisoning, arsenic poisoning, and
ankylostomiasis or miner's worm. The Home
Secretary was given power to extend the list,
and a committee of inquiry has recommended
these additions: Poisoning by nitro- and amido-
derivatives of benzene (dinitro-benzol, anilin,
and others); poisoning by carbon bisulphide;
poisoning by nitrous fumes, poisoning by nickel
carbonyl; poisoning by African boxwood,
chronic ulceration; occupational ulceration
of skin from dust or corrosive liquids, or
ulceration of nose or mouth from dust cancer
or ulceration of skin, or of the corneal surface
of the eye, from tar or pitch; compressed air
illness.An extraordinary reptile habit is described
in a new book by R. L. Dittmar, of the New
York Zoological Park. A large Mexican
horned lizard, excited by an attempt to measure
it, emitted a rasping sound, and expelled a
jet of blood, which struck a wall four feet
away and formed a trail of 103 large spots
along the floor. The blood came from the
eyelid, momentarily much swollen. Shooting
blood from the eye has been long attributed
to this creature, but it seems so rare that
naturalists have doubted its reality.The best gear wheels have been shown by
the tests of a British firm to be those made
from a high-grade Manila paper. They are
formed in 1,000-ton hydraulic presses, are
stronger and more elastic than cast-iron,
lighter than rawhide, noiseless, almost friction-
less, and work without vibration.The telharmonium of Dr. Cabill produces
music from electricity without the aid of any
musical instrument while, on the other hand
the apparatus of Dr. M. Dupont, a French elec-
trician, converts music into electric currents.
To a phonograph Dr. Dupont fits a microphone
in circuit with the primary of an induction
coil without its interrupter. The musical scale
or a piece of music is recorded in the
phonograph, and on reproduction this trans-
forms the microphone current into a series of
alternating current with periods changing to
correspond to the vibrations of the musical
notes. The alternating current gives the
physiological effects of hearing-music. Practice
will probably enable a person to recognize the
musical pieces by the currents and deaf mutes
may be given a means of hearing, while it
is expected that the varying action on the mind
of exciting and calming pieces may prove
of value in treating nervous patients.Copper very closely resembles silver in many
respects, but hitherto no method has been
known of depositing it from aqueous solutions
on glass so as to form mirrors like those so
long made with silver. This is now accom-
plished by reducing cuprous oxide by an aqueous
solution of phenyl hydrazine in presence of
potassium hydroxide. Some mirrors made in
this way have been shown to the London
Royal Society by Dr. F. D. Chattaway, and
have a coherent metallic film as brilliant and
uniform as that of the silver-on-glass method
used in telescopes, and much more beautiful
on account of the color.The ordinary seismograph or earthquake
recorder, registers the motion of the earth
under a "stationary" pendulum of 100 or 200
pounds. A new instrument by Dr. Wiechert,
made at Göttingen, has a suspended pen-
dulum weighing nearly seventeen tons, and a
series of levers causes its indicator to magnify
the earth motion 2,200 times. So sensitive is
the apparatus that it showed tremors due to
a gas engine located a mile and a half away.The fact that we have nerve stimulants so
pleasant and safe as tea and coffee seems to
justify the hope that some substitute for alcohol
and opium may be found that will lessen the
evils now caused by these narcotics. Possibly
the looked for agent may prove to be some new
alkaloid of the *Combretum scandiacum*, a forest
vine of the Malay peninsula. A decoction of
the leaves tried for tea by some Chinese wood-
cutters surprised them by creating a dislike
for their opium smoke, and since then the deco-
ction mixed with roasted opium—the proportion
of the latter being reduced daily—is claimed
to have caused nearly four hundred opium
smokers to abandon their habit, and to have
decreased the opium imports into the district
of the experiment by more than thirty chests
per month. Further tests will be necessary to
prove that the *Combretum* tea is as effective
and harmless as supposed, and whether it will
destroy the craving for alcohol as well as that
for opium.Fleas are not recommended as an article of
diet, as it has been shown that when they hap-
pen to be taken into the stomach they may
carry the tapeworm of dogs and cats,
Dipylidium caninum. In a Paris hospital an
entire tapeworm was expelled spontaneously
from an infant nine months old, and the
infection was traced to contamination of the
child's milk with fleas. The embryos conveyed
by the insects develop very rapidly in the
stomach, tapeworms having been found in
bottle-fed infants only four or five weeks old.The new high temperature thermometer of
Heraeus depends upon the variation in the
resistance to electric currents with heating. It
is made by winding platinum wire on a small
tube of quartz, heating until the wire adheres,
then encasing the coil and its core in a larger
quartz tube, and again heating until the quartz
melts around the wire. The resulting instru-
ment, recording temperatures as high as
900 degree C, is handy and compact, resembling
the ordinary thermometer in shape and
application.**SOME SIGNS OF PROGRESS.**A very useful set of figures was issued as a
Parliamentary return showing the progress
made in various directions by the people of the
United Kingdom during the past few decades.
Some of the figures go back to the thirties and
the forties, but it will suffice to deal with the
more striking figures of the last thirty years.
In 1871 our net imports of merchandise
were valued at £270,000,000; in 1903 the
corresponding figure was £523,000,000. Such an
enormous increase in the power of this country
to purchase the commodities of other countries
points to an extraordinary development of our
own national resources. As one among the
many factors in this development we may
pick out the growth of our shipping in-
dustry. In 1871 the registered tonnage of
British shipping was 5,684,000 tons; in 1903the corresponding figure was 11,167,000. As
further evidence we have an increase in the
clearings at the London Bankers' Clearing
House from £4,928,000,000 to £12,711,000,000,
and an increase in the Savings Banks deposits
from £36,000,000 to £230,000,000. Side by side
with this testimony to the enormous growth in
the wealth of the country we have other less
purely satisfactory figures. The birth rate has
declined from 34.3 per thousand to 26.8; and
though the number of paupers in proportion to
the population shows a decline, the cost of their
maintenance has increased from £9,558,000 to
£16,741,000. On the other hand, we have the
wholly gratifying fact that the death rate has
declined from 21.5 per thousand to 15.5.—
Daily Graphic.**SHARE REPORT.**Messrs. Erich Georg & Co. say in their
weekly share report, dated September 21st,
1907.—In the early part of the week under
review the market looked like improving a
little, some enquiries springing up for various
stocks, which, however, did not lead to
much business, and towards the close the
market has relapsed again into the same quiet
state, to which we have been accustomed now
for such a long time. The sterling demand
rate of exchange on London closes at 2s.
2 1/2, while rates on Shanghai are 11s.
7 1/2 for Bank T/T, and 11s. 7 3/4 for a three
days' sight Private Bill. Bankers in London
are quoted 31 1/2, and Consols 282 7/16.**RAILWAY SHARES.**—A few old Hongkong
and Shanghai sold at 36 1/2, but more shares are
on offer, new shares sold 36 1/2, and are on
offer at 36 1/2, the London rates are 47 1/2 and
46 1/2 respectively. Nationals are unchanged.**MARINE INSURANCE SHARES.**—A few Un-
ions sold at 76 1/2, and more shares are on
placed. Other stocks under this heading are
unchanged.**FINANCIAL INSURANCE SHARES.**—Hongkong's
sold at 310, and further shares are obtainable.
Chinas have sellers at 386.**SHIPPING SHARES.**—Hongkong, Canton and
Macao are unchanged, with no sales and sellers
at 3.8, Indo-China, in sympathy with a
quotation from Shanghai of 11s. 5 1/2 buyers, have
advanced here to 7 1/2 buyers (4 1/2 prof. and 3 1/2
def.); the London rates are unchanged, China
and Manilas are wanted at 15. Douglases
can be placed at 4 1/2; Star Ferries have
buyers at 2 1/2 old, and 3 1/2 new issue. Shells
are nominal at 4s. 6d. London quoted 4s. sellers.**Union Waterworks** are offering at 12.
REFINING SHARES.—Unchanged and without sales.
MINING SHARES.—Charbonnages are in re-
quest at 4 1/2, Hanbals sold as high as 9, closing
with sellers at that figure, and buyers at 8 1/2.
Chinese Engineering and Mining Company
shares have buyers at 11s. 15 1/2.**Docks, Wharves, Godowns, &c.**—Hong-
kong and Whampoa Docks changed hands and
are on offer at 10 1/2. Fenwick's, as well as New
Amoy Docks, are unchanged. Shanghai Docks
have sellers at 11s. 7 1/2. Hongkong and Kow-
loon Wharf and Godowns have been done at
85 to 87, and continue in quest at the higher
figure. Shanghai and Hongkong Wharves have
receded to 11s. 2 1/2.**LANDS, HOTELS AND BUILDINGS.**—Hong-
kong Lands found small purchasers at 87 and
89 and can be had at 86. Hongkong Hotels
have enquiries at 86 ex the dividend of 8 1/2
share paid on 16th instant. Humphreys' Estates
have been fixed at 10 1/2, and continue in demand.
West Point sold at 14. Other stocks under
this heading are unchanged and without trans-
actions.**COTTON MILLS.**—Shanghai quotations show
no change. Hongkong Cottons are on offer
at 10 1/2 ex the dividend of 5, per cent. paid on
16th instant.**SUNDAY MANUFACTURING COMPANIES.**—
China Light and Powers changed hands and
are wanted at 86. Hongkong Electric sold at
81 1/2 and 81 1/4, and are wanted now at latter
rate. Dairy Farms have improved to 11 1/2 sales
and buyers, Green Island Cement Shares found
purchasers at 8 1/2, and more shares could be
placed. Other stocks under this heading are
unchanged.**MISCELLANEOUS.**—China-Borneo have been
done at 5 1/2 to 9 1/2, closing with buyers at latter
rate. China Providents changed hands at 83.90
and 89, and have further enquiries at 83.90.
Langkate, which paid the 3d quarterly dividend
of 11s. 7 1/2 per share on 16th instant, are
quoted 11s. 3 1/2. Landries are steady at 86
ex the dividend of 40 cents per share paid on
20th instant; Peak Tramways are in request
at 12 for old, and 11.80 for new shares. Other
stocks under this heading unchanged and
without sales.

Wm. WHITELEY LTD.
Universal Providers,
WESTBOURNE GROVE, LONDON, W.
**THE BIGGEST STORE
IN THE WORLD.**
HIGH QUALITY. MODERATE PRICES.
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any Department. List sent free to bona fide
applicants.

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EXTRA COPIES OF Daily Press are on
sale daily at the KOWLOON BOOK-
STALL, Mr. H. BUTTON-JONES'S KOWLOON
STORE, No. 36, Elgin Road & Mr. AB YAU'S
FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

A LIGHT NOURISHMENT FOR GENERAL USE.
The Allenburys' DIET
This DIET is recommended in place
of ordinary milk foods, gruel, etc.
Whilst acceptable to all as a light
nourishment it is particularly adapted
to the needs of Dyspeptics, Invalids
and the Aged.
The "Allenburys" DIET is readily
digested by those who cannot take
cow's milk, and is particularly service-
able in convalescence.
The "Allenburys" DIET is made in
a minute by the addition of boiling
water only.
The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.
ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

**THORNE'S
OLD VAT**THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SINCE 1801**SCOTCH WHISKY.**SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
1297**EXCURSION TO MACAO.****THE Fast and Splendid Steamer OF THE COMPAGNIE FRANCAISE DES
INDES ET DE L'EXTREME ORIENT****S.S. "PAUL BEAU"**will leave Hongkong on SUNDAY, 29th instant (weather permitting) at 9 A.M., and
return from Macao at 5.30 P.M. the same day.
The Steamer will be berthed at the Company's Wharf, both here and at Macao.
Passages can be booked at the Office of the Underigned until 5 P.M. on
SATURDAY, the 28th, or on Board on day of sailing.
For Further Particulars, please apply to—**BARRETTO & CO., Agents.**
Hongkong, 16th September, 1907. 1492**DINNEFORD'S**The Universal Remedy for Acidity of the
Stomach; Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.**MAGNESIA**The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.Safest and most
Effective Agent
for
Regular Use.

**A Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.**
When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.
Benger's Food is sold in Tins by Chemists, &c., everywhere.

It's the Qualitythat has built up and
maintained the sales of**van
Houten's**The Cocoa which is unequalled
for flavour, digestibility, and
economy in use.**BEST & GOES FARTHEST.****A LIGHT NOURISHMENT FOR GENERAL USE.**The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.
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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|--|---|---------------------|-------------------------------|
| SHANGHAI, MOJI, KOBE, POONA and YOKOHAMA | Capt. F.A. Vase, R.N.R. | About 27th Sept. | Freight only. |
| MARSHALLS, LONDON and ANTWERP via SINGA- PORE, PENANG, COLOMBO, and PORT SAID | NAMUR Capt. H. W. Kenrick, R.N.R. | About 9th Oct. | Freight and passage. |
| SHANGHAI | DELHI Capt. J. D. Andrews, R.N.R. | About 4th Oct. | Freight and passage. |
| LONDON via USUAL PORTS (OF CALL) | DELTA Capt. C. L. Daniel | Noon, 5th Oct. | See Special Advertisement. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 23rd September, 1907.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|----------------------|
| HONGKONG and HAIPHONG | "TAMING" | On 24th Sept. 4 P.M. |
| MANILA | "KANSHU" | On 25th Sept. 4 P.M. |
| SHANGHAI and CHINKIANG | "KAIFONG" | On 25th Sept. 4 P.M. |
| CEBU and LOILO | "YOHOW" | On 26th Sept. 4 P.M. |
| SWATOW and SHANGHAI | "HUICHOW" | On 1st Oct. 4 P.M. |
| CHEFOO and TIENTSIN | "KIUKIANG" | On 3rd Oct. 4 P.M. |
| SWATOW and SHANGHAI | "NANCHANG" | On 4th Oct. 4 P.M. |
| MANILA and NEWCHANG | | |
| CHANGSHA | "CHANGSHA" | On 10th Oct. 4 P.M. |
| DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | On 10th Oct. 4 P.M. |
| YOKOHAMA and KOBE | "SHAOHSING" | On 11th Oct. 4 P.M. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other A. utralian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 23rd September, 1907.

BUTTERFIELD & SWIRE,

AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|------------------------------|-----------------------------------|---------------------------------|
| TAMUI VIA SWATOW AND AMOY | "DAIJIN MARU" Capt. I. SAKURAI | SUNDAY 29th Sept. at 10 A.M. |

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd September, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|--|--|----------------------------------|
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "KLEIST" Capt. RUD. MEYER | About Tuesday, 24th September |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "PRINZ HEINRICH" P. GROCH | Wed'ay, 25th Sept., at Noon |
| YOKOHAMA and KOBE | "PRINZ WALDEMAR" Capt. W. V. SANDEN | About Thursday 18th October. |
| MANILA, NEWGUINE, BRIS- BANE, SYDNEY and MELBOURNE | "MANILA" Capt. MINSEN | Thursday, 10th Oct. at Noon. |
| KUDAT and SANDAKAN | "BORNEO" Capt. F. SEMBIL | Beginning of October. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd September, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

| R.M.S. | PROPOSED SAILINGS. (Subject to Alteration). | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---------------------|---|----------------------|------------------|
| "EMPERESS OF CHINA" | 6,000 | THURSDAY, 28th Sept. | 14th Oct. |
| "EMPERESS OF INDIA" | 6,000 | THURSDAY, 24th Oct. | 11th Nov. |
| "MONTEAGLE" | 6,163 | WEDNESDAY, 6th Nov. | 30th Nov. |
| "EMPERESS OF JAPAN" | 6,900 | THURSDAY, 21st Dec. | 9th Dec. |
| "EMPERESS OF CHINA" | 6,000 | THURSDAY, 19th Dec. | 6th Jan. |
| "EMPERESS OF INDIA" | 6,000 | THURSDAY, 16th Jan. | 3rd Feb. |

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI, KOBE, CHINKIANG, YOKOHAMA, and
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamship,
14,500 tons registered. Through transit to LIVERPOOL being 224 days from YOKOHAMA
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Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Intermediate on Steamers £40. £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the
American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates,
ording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

61

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|-------|----------------------------|----------------|-------------------------|
| TJILATJAP. | JAPAN | Second half of Sept. | JAVA PORTS | Second half of Sept. |
| TJILIWONG. | JAPAN | Second half of Sept. | JAVA PORTS | First half of Oct. |
| TJIBODAS. | JAVA | Second half of Oct. | JAPAN | Second half of Oct. |
| TJIMAH. | JAPAN | Second half of Oct. | JAVA PORTS | Second half of Oct. |
| TJIKINI. | JAPAN | Second half of Oct. | JAVA PORTS | Second half of Oct. |
| TJIPANAS. | JAPAN | Second half of Nov. | JAVA PORTS | Second half of Nov. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 20th September, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

| | | |
|-------------------|--------|----------------|
| "BUELOW" | 8,000 | ON MARCH 11TH. |
| Capt. FORMES. | | |
| "PRINZ LUDWIG" | 9,630 | ON MARCH 25TH. |
| Capt. VON BINZER. | | |
| "PRINZESS ALICE" | 10,911 | ON APRIL 8TH. |
| Capt. POLACK. | | |

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

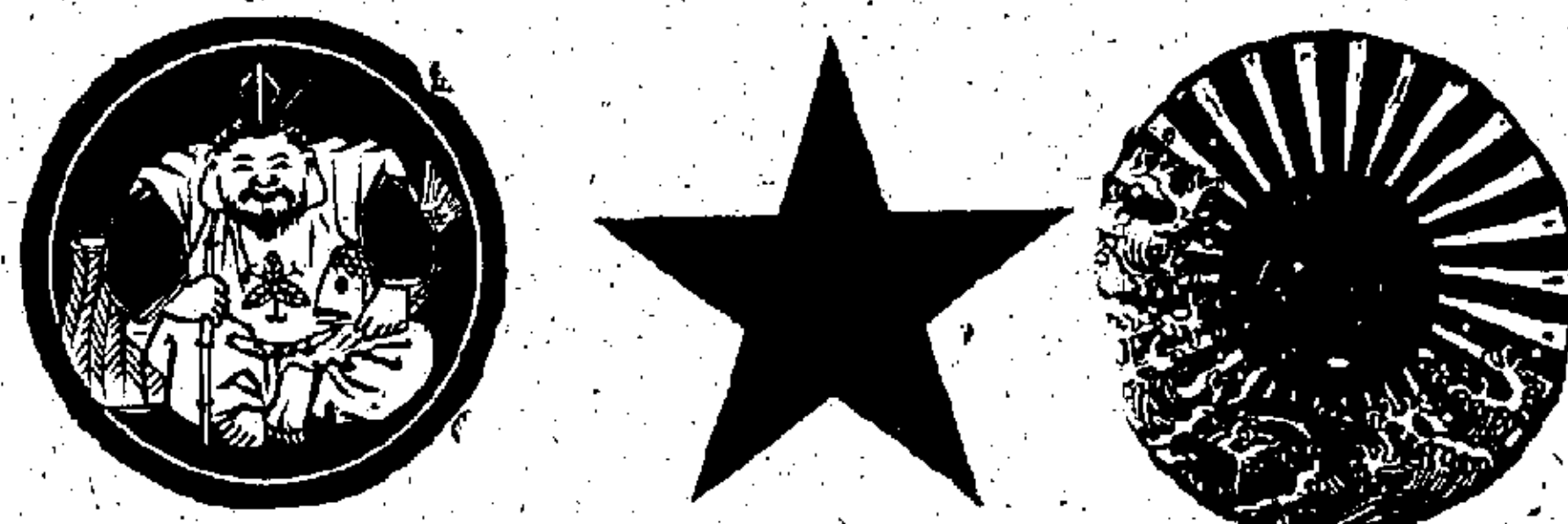
For Particulars, apply to—

MELCHERS & CO.

General Agents. 1385

Hongkong, 19th August, 1907.

JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,

SOLE AGENTS.

Hongkong, 12th August, 1907.

SHIPPING IN PORT.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|---|------|----------------------------|----------------|-------------|
| COURTFIELD, British str., 4,517, John Wis- man, 2nd Sept.—Kuchinotsu 28th August, Coal—Mitsui Bussan Kaisha | | | | |
| EMPEROR OF CHINA, British str., 3,006, A. H. Reed, R.N.R., 25th Aug.—Vancouver 6th Aug., Mails & General—C.P.R. Co. | | | | |
| CHAZER, British str., 3,242, Dacoda, 15th Sept. —Koolung 11th Sept., General—Doddwell & Co. | | | | |
| HELLAS, German str., 2,500, Metzenthon, 20th September—Samarang 11th Sept., Sugar— Siemssen & Co. | | | | |
| HOPKINS, British str., 1,339, J. M. Hay, 16th September—Samarang 7th Sept., General —Jardine, Matheson & Co. | | | | |
| HUPH, British str., 1,304, Mathias, 20th September—Fukuoka 13th Sept., General— Butterfield & Swire. | | | | |
| KANSU, British str., 1,143, J. Sped, 15th Sept. —Yunhu 9th Sept., Rice—Butterfield & Swire. | | | | |
| KARONGA, British str., 2,932, R. Leslie, 17th Sept.—New York (via Cape of Good Hope) 15th July, Railway Material—Mitsui & Co. | | | | |
| KEONG WAT, German str., 1,115, Tohs Kohler, 18th September—Bangkok and Swatow 15th Sept., Rice—Butterfield & Swire. | | | | |
| KITO MARU, Japanese str., 1,448, S. Hirai, 18th September—Cebu 13th Sept., Ballast— Gilman & Co. | | | | |
| LAERTES, British str., 1,340, J. B. Jack son, 18th Sept.—Saigon 12th Sept., Rice and General —Chinese. | | | | |
| LAISAN, British str., 3,480, E. J. Todd, 20th Sept.—Calcutta 4th Sept. and Straits 14th, General—Jardine, Matheson & Co. | | | | |
| MARIE, German str., 1,169, Christiansen, 16th Sept.—Salina Cruz 8th Aug., Ballast— China (China) S.S. Co. | | | | |
| MAJANO, British str., 1,644, R. Houghton, 20th Sept.—Samarang 14th Sept., Timber and General—Jardine, Matheson & Co. | | | | |
| ONSANG, British str., 1,340, Cox, 14th Sept. —Probingo 3rd September, Sugar— Jardine, Matheson & Co. | | | | |
| PROFIT, Norwegian str., 715, H. Schlytter, 10th Sept.—Lillo 5th Sept., Sugar for Niagoo —Order. | | | | |
| SHANTUNG, British str., 1,835, J. Robinson, 16th Sept.—Oberlin 7th Sept., Sugar— Butterfield & Swire. | | | | |
| TAISHUN, Chinese str., 1,216, Stevens, 18th September—Shanghai 16th Sept., General —Chinese. | | | | |
| TAIWAN, British str., 1,041, J. A. Martin, 18th September—Saigon 13th September, Rice —Chinese. | | | | |
| TAMING, British str., 1,350, A. W. Oster- bridge, 20th September—Manila 17th Sept. Hemp and General—Butterfield & Swire. | | | | |

NOTICES TO CONSIGNEES

S.S. "NEHA"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
or as "Dordogne" and "Matapan," from
Bordeaux or as "Cambrai" in con-
nection with the above Steamer are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Go-
down Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Monday, the 23rd inst., 1907, at NOON, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
the 23rd inst., 1907, or they will not be
recognised.

All damaged packages will be examined on
Monday, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th September, 1907.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th September, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Britannia,"
From Persian Gulf ex B. I. S. N. &
B. I. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 hours.

Goods not cleared by the 25th September: at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1907.

"SHIRE" LINE OF STEAMERS, LTD.

FROM MIDDLESBORO, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"BRECONSHIRE."

Captain Tomlinson, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignee's
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 25th inst.,
at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th September, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods, with the exception of plate cuttings,
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., To-day.

Goods not cleared by the 26th inst., will
be subject to rent.

No Fire Insurance has been effected.
All ship-damaged packages must be left in
the Godown and Notice of same sent to this
Office before the 26th inst., or Claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 19th September, 1907.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 23rd inst., will be
landed at Consignee's risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 20th September, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENSTRAE."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 26th inst., will be
subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, where they will be examined on the
26th inst., at 11 A.M.

No Claims will be recognised if not presented
within 14 days of the ship's arrival.
McGREGOR BROS. & GOW,
Hongkong, 20th September, 1907.

1339

Cutler, Palmer & Co.'s

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POST OFFICE NOTICE

On and from the 20th October, the British Post Office, at Tientsin will be closed.

The *Kleis*, with the German mail of the 27th August, left Singapore on Thursday, the 19th inst., at 5 p.m., and may be expected here to-night.

| FOR | PER | DATE |
|--------------------------|---------|--------------------------|
| Singapore | Chiao | Monday, 23rd, 11.00 A.M. |
| Malacca | Sui Tai | Monday, 23rd, 1.15 P.M. |
| Chinkiang | Hualo | Monday, 23rd, 2.00 P.M. |
| Hollow and Haiphong | Hualo | Monday, 23rd, 3.00 P.M. |
| Swatow, Amoy and Poochow | Hualo | Tuesday, 24th, 3.00 P.M. |
| Macao | Sui Tai | Tuesday, 24th, 3.00 P.M. |
| Ningpo and Shanghai | Chiao | Tuesday, 24th, 3.00 P.M. |
| Samarang and Surabaya | Tylinap | Tuesday, 24th, 3.00 P.M. |
| Manila | Tylinap | Tuesday, 24th, 3.00 P.M. |

Europe, &c., India via Tutuicoria.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

| | | |
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| Macao | Sui Tai | Wednesday, 25th, 1.15 P.M. |
| Cebu and Iloilo | Kaifong | Wednesday, 25th, 3.00 P.M. |
| Shanghai and Chinkiang | Kaifong | Wednesday, 25th, 3.00 P.M. |
| Daily | Kaifong | Wednesday, 25th, 4.00 P.M. |
| Swatow and Shanghai | Yokohama | Thursday, 26th, 1.15 P.M. |
| Macao | Sui Tai | Thursday, 26th, 3.00 P.M. |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YAMAGUCHI, and YOKOSUKA (S.S. "Kleis").

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

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| Macao | Sui Tai | Friday, 27th, 1.15 P.M. |
| Yokohama and Moji | Onang | Friday, 27th, 1.15 P.M. |
| Manila | Loongang | Friday, 27th, 3.00 P.M. |
| Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Alidham | Saturday, 28th, 11.00 A.M. |
| Macao | Sui Tai | Saturday, 28th, 1.15 P.M. |
| Singapore, Penang and Calcutta | Sui Tai | Saturday, 28th, 2.00 P.M. |
| Sandakan | Sui Tai | Saturday, 28th, 3.00 P.M. |
| Kuching, Japan, Salina Cruz and Mexico | Sui Tai | Saturday, 28th, 4.00 P.M. |
| NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | Asia | Monday, 30th, 5.00 P.M. |

IT IS PURE.

IT IS WHOLESOME.

IT IS REFRESHING.

SUN PILSENER BEER.

TRY IT

OBTAINABLE EVERYWHERE.

SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 28th August, 1907.

40

TODAY.

Sole, Household Furniture, &c., Villa D'Alva, Kennedy Road, Geo. P. Lamert, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

September 21st.

| | |
|--|----------------|
| ON LONDON.-- | September 21st |
| Telegraphic Transfer..... | 2 29 |
| Bank Bills, on demand..... | 2 29 |
| Bank Bills, at 30 days' sight..... | 2 29 |
| Bank Bills, at 4 months' sight..... | 2 31 |
| Credits, at 4 months' sight..... | 2 31 |
| Documentary Bills 4 months' sight..... | 2 31 |

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|-----------------------|------|
| ON PARIS.— | |
| Bank Bills, on demand | 278½ |

| | |
|----------------------------------|-----|
| Credits, at 4 months' sight..... | 285 |
| ON GERMANY.— | |

| | |
|----------------|------|
| on demand..... | 227½ |
| ON NEW YORK.— | |

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|---------------------------------|----|
| Bank Bills, on demand..... | 54 |
| Credits, at 60 days' sight..... | 56 |

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| ON BOMBAY.— | Bank at sight | 2.21 |
| Telegraphic Transfer | Private, 30 days sight | 31 |

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| ON YOKOHAMA— | On demand | 1.08 |
| ON MANILA— | On demand | 1.08 |
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| ON SINGAPORE— | On demand | 1.08 |

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